Proposals to Connect Ports and Cities with Super National Highways

*355. SHRI PASUMPON THA. KIRUTTINAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a proposal to connect all major ports and important cities of the country through a new Super National Highway is being planned to be constructed shortly;

(b) if so, the details of the new Highway and the approximate cost of construction thereof; and

(c) by when such a Highway is likely to be constructed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI M. RAJASEKARA MURTHY): (a) and (b) Proposals from private sector for carrying out feasibility studies for 7 Super National Highways totalling to 13,000 Kilometres and connecting major ports and important cities of the country have been invited. The details of the Super National Highways and the Sections there of are given in the statement (*See* below).

(c) It is too early to indicate the time by when Super National Highways are expected to be constructed.

Statement

Details of Super National Highway Sections for which proposals have been invited by NHAI for carrying out feasibility Studies.

	Section	SNH No.	Length (Km)
1	Delhi-Jaipur	SNH1	250
	Jaipur-Udaipur	SNH1	400
	Udaipur-Ahmedabad	SNH1	250
	Ahmedabad-Bombay	SNH1	470
	Bombay-Pune-Bangalore	SNH1	500
	Bangalore-Cochin	SNH1	500
	Cochin-Trivandrum-Kaynakumari	SNH1	250
	Link to Marmagao Port	SNH1C	250
	Link to Mangalore Port	SNH1D	300
	Jaipur-Agra	SNH1A	220
	Ahmedabad-Kandla	SNH1	300
2	Amritsar-Chandigarh-Delhi	SNH2	450
	Delhi-Kanpur	SNH2	400
	Kanpur-Patna	SNH2	600
	Patna-Dhanbad-Calcutta	SNH2	400
	Calcutta-Bhubaneswar	SNH2	440
	Bhubaneswar-Madras	SNH2	1300
	Link to Haldia Port	SNH2A	[illegible]
	Link to Paradeep Port	SNH2B	[illegible]
	Link to Visakhaptnam Port	SNH2C	[illegible]
	Madras-Kanyakumari	SNH2	[illegible]
	Link to Tuticorin Port	SNH2D	[illegible]
3	Srinagar-Jammu-Pathankot	SNH3	350
	Pathankot-Jalandhar	SNH3	200
4	Patna-Guwahati	SNH4	500
5	Delhi-Agra	SNH5	220
	Agra-Nagpur	SNH5	750
	Nagpur-Hyderabad	SNH5	400
	Hyderabad-Bangalore	SNH5	550
6	Bombay-Nagpur	SNH6	800
	Nagpur-Rourkela	SNH6	650
	Rourkela-Dhanbad	SNH6	250
7	Bangalore-Madras	SNH7	300

Use of Optical Fibre Technology

*356. DR. BIPLAB DASGUPTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the DOT has drawn up a programme for the use of Optical Fibre Technology in the subscriber loop;

(b) what are the details of the technoeconomic feasibility-study undertaken in this regard;

(c) whether any trial installation has been commissioned and if so, the details thereof and the results achieved;

(d) what are the comparative figures of cost of Optical Fibre Technology and conventional Copper Technology; and

(e) whether the Optical Fibre

Technology requires electrical power at the subscriber premises for its operation and if so, what is proposed to ensure the continuity of service in case of failure of power supply?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATION (SHRI SUKH RAM): (a) Yes Sir.

(b) Department of Telecom has carried out a detailed technoeconomic feasibility study of employing Optical Fibre Technology in the subscribers loop. A number of field trials have been conducted. These studies have established the techno-economic advantages of using Optical Fibre in the local loop instead of copper cables, for distances greater than 3 kms., where there is justification of more than 400 pairs. The inputs received from the field trials have confirmed the technical superiority of the optical technology.

(c) Yes Sir. A number of trial installations have been commissioned. in the MTNL's customer's access networks in Delhi and Bombay. These trials have established the techno-economic advantages of the new technology.

(d) Comparative figures of budgetary cost of Optical Fibre Technology and conventional copper technology for 480 lines are given below:—

	At 4 km	*At 5 km*
Optical Fibre	*Rs. 97,32,975*	*Rs. 10013595*
Copper Fibre	*Rs. 98,14,877*	*Rs. 11207049*

(e) Electrical power is needed at the remote installation, which is usually the pillar, which can either be on the street or at the premises of a commercial/ private/public buildings. The required electrical power is normally taken from commercial power supply, Protection against power failure is available in the form of battery back up. Beyond the pillar point usually connection to the subscriber is on a copper cable which does not require power at the subscriber premises.

Non-Implementation of Directives By ONGC

*357. SHRI RADHAKISHAN MALAVIYA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether ONGC has received any directive from Government relating to treating the sweeping, cleaning, dusting and watching jobs as permanent nature of duties;

(b) if so, what action ONGC has taken till-date relating to engaging workers on contractual basis for such jobs and their number in various establishments in the country prior to 4th June, 1992 and thereafter; and

(c) whether any complaint has been received by the Ministry for non-implementation of the said orders and if so, what; action has been taken so far in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) to (c). No, Sir. As per the present policy of the Government, the employment of contract labour is not prohibited in sweeping, cleaning, dusting and watching of buildings owned or occupied by the establishments of ONGC.

Digital switching technology

*358. SHRI RATNA BAHADUR RAI: Will the Minister of COMMUNICATIONS be pleased to refer to the answer to unstarred Question 2252 given in the Rajya Sabha on 23rd August, 1995 and state:

(a) what is the number of digital switching technologies besides the C-DoT and E-10-B which DoT has inducted into its network;

(b) what is the total number of lines and value of the equipment of each technology received so far;

(c) which of the suppliers have actually